COTTAM & Co.
Ex S.S. "Formosa."
ANDERSON'S WATERPROOF CLOAKS,
CHRISTY'S TWEED CAPS,
COLLARS
(ALL SIZES AND SHAPES),
TRAVELLING TRUNKS,
&c., &c., &c.

The Hongkong Telegraph.

ESTABLISHED 1881.

"ODOL."
THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
70, QUEEN'S ROAD CENTRAL,
Hongkong.

NEW SERIES No. 431. 光緒二十二年七月廿四日 TUESDAY, SEPTEMBER 1, 1896. 二拜禮 號一月九英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | Chow Tung Shang, Esq.
H. Stolterfoht, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1893. [7

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £325,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3¾ "
" " " 3 " ... 2½ "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895. [53

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND .....$ 6,000,000
RESERVE LIABILITY OF PROP'TORS...$10,000,000

COURT OF DIRECTORS:
A. McCONACHIE, Esq.—Chairman.
ST. C. MICHAELSEN, Esq.—Deputy Chairman.
Hon. J. J. Bell-Irving. | J. Kramer, Esq.
G. B. Dodwell, Esq. | D. R. Sassoon, Esq.
M. D. Ezekiel, Esq. | R. Shewan, Esq.
R. M. Gray, Esq. | N. A. Siebs, Esq.
CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
T. JACKSON,
Chief Manager.
Hongkong, 15th August, 1896. [31

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [32

Notice of Firms.

NOTICE.

I HAVE This Day commenced Business as a GENERAL COMMISSION AGENT.
W. SHEWAN.
Hongkong, 20th July, 1896. [1149

SOCIETE FERMIERE DE L'OPIUM AU TONKIN.

EN LIQUIDATION.

SOCIETE ANONYME AU CAPITAL DE 1,400,000 FRANCS.

SIEGE SOCIAL—HANOI.

NOTICE.

SHAREHOLDERS are hereby informed that the Sum of Mex. Dollars NINETY (90), being the FOURTH DIVIDEND Due on Account of the Company's Assets, is PAYABLE in HONGKONG at the HONGKONG AND SHANGHAI BANKING CORPORATION, from the 5th September (to the 20th September, 1896, and in HAIPHONG at the BANQUE DE L'INDO-CHINE, from the 30th September to the 15th October, against Presentation of Scrip.
By Order,
ARNHOLD, KARBERG & CO.,
Agents.
Hongkong, 3rd August, 1896. [1216

Insurances.

EMPRESS ASSURANCE CORPORATION, LIMITED.

FIRE AND MARINE.

WE have This Day been appointed AGENTS, and are prepared to accept RISKS at CURRENT RATES.
HOLLIDAY, WISE & Co.
Hongkong, 28th April, 1896. [742

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1824.

CAPITAL £2,000,000
TOTAL FUNDS AND SECURITY.....£2,480,053
NET ANNUAL FIRE PREMIA.....£ 757,478

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at CURRENT RATES.
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 2nd January, 1896. [1373

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSSEN & Co.
Hongkong, 28th May, 1895. [34

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 } $833,333.33.
EQUAL TO .....}
RESERVE FUND ..... $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUM, Esq.
MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.
HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1895. [1374

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.
CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 26th May, 1896. [247

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of BUSINESS CONTRIBUTED during the Half-year ended 30th June, 1896, on or before the 15th September, on which date the Accounts will be CLOSED.
By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 25th August, 1896. [1339

GENERAL DRAPERY.

WANTED a RELIABLE ASSISTANT as GENERAL SALESMAN in a RETAIL DRAPERY STORE.
Apply by Letter, stating Experience, &c., to
W. POWELL & Co.
Hongkong, 26th August, 1896. [1340

CARBOLINEUM-AVENARIUS
USED FOR 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.
Sole Agents for China,
SCHEELE & Co.
Hongkong, 15th May, 1896. [821

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats; as FOUL WATER is the cause of much sickness on board Ship.
We are the only Water-Boat Company in Hongkong exclusively Supplying FILTERED WATER.
Call Flag "W."
J. W. KEW & Co.,
STEAM WATER-BOAT Co.,
18, Praya Central.
Hongkong, 7th October, 1895. [96

Intimations.

THE HONGKONG BUTCHERY.

VEAL SAUSAGES.

25 CENTS PER POUND.

J. TATAM,
PROPRIETOR.
Hongkong, 1st September, 1895. [49

THE PHARMACY.

TANSAN, TANSAN,
TANSAN.

This refreshing and invigorating Table Water contains 8 per cent. more IRON CARBONATE than any Water from similar Spas.
Sole Agents for HONGKONG and SOUTH of CHINA:—
FLETCHER & CO.
and
CARMICHAEL & CO.
[605

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN, &c.	*Java*	P. W. Case	About 5th Sept.	Freight or Passage. (Passing through the Inland Sea.)
LONDON	*Formosa*	R. A. Peters	About 4th Sept.	Freight or Passage.
SHANGHAI	*Rohilla*	———	About 6th Sept.	Freight or Passage.
LONDON, &c.	*Rosetta*	F. N. Tillard	Noon, 10th Sept.	See Special Advertisement.
JAPAN	*Verona*	C. H. S. Tocque, R.N.R.	Noon, 11th Sept.	Freight or Passage. (Passing through the Inland Sea.)
LONDON	*Shanghai*	J. Cowie, R.N.R.	About 16th Sept.	Freight or Passage.

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.
Hongkong, 29th August, 1896. [431

MONTHLY RATES FOR
MEALS
AT H.K. HOTEL

BREAKFAST	$12.00
TIFFIN	15.00
DINNER	20.00
ALL 3 MEALS	42.50

AQUARIUS

A SPARKLING MINERAL TABLE WATER
MANUFACTURED FROM
PURE TREBLE DISTILLED WATER.

TRADE MARK. ESTD. 1864.

"The latest thing in Mineral Waters that we have happened upon is AQUARIUS. We have tried it plain, and tried it with Whisky and have nothing but good to say of it."—"MAN OF THE WORLD."

TELEPHONE—75.

CALDBECK, MACGREGOR & Co.,
GENERAL MANAGERS,
THE AQUARIUS COMPANY.
15, Queen's Road.
Hongkong, 25ht August, 1896. 39

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG, A. B. C. Code. | TELEPHONE, No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.

For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.
Hongkong, 27th July, 1895 [28

THE "BUGLE" BRAND.
BASS' PALE ALE,
GUINNESS' EXTRA STOUT,
BOTTLED BY
M. B. FOSTER & SONS, LTD.
The Largest Shippers of BASS' BEER in the World.
L. C. & Co. are now introducing to this Market two brands of first class Whisky, which they advise all connoisseurs to try.
THE N. B. WHISKY,
This is a Splendid Blend, mellow and smooth,
10 YEARS OLD—Price per Dozen...$12.
LONG JOHN WHISKY,
THE "DEW OF BEN NEVIS"
from the Far Famed Distillery at Fort William,
5 YEARS IN WOOD—Price per Dozen...$14.
LANE, CRAWFORD & CO.
Hongkong, 17th August, 1896. [273

THE CLUB HOTEL,
5, *BUND, YOKOHAMA.*

HOTEL METROPOLE,
1, *TSUKIJI, TOKYO.*

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT Experienced English matron in attendance.
The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggages and affording information. Passengers are met at the Railway Station.
VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.
Certified Guides are in attendance at both Hotels.
THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.
E. V. SIOEN, Manager, YOKOHAMA. | L. DEWETTE, Manager, TOKYO. [560

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

HONGKONG HOTEL—PRAYA.

THE ONLY GOLD MEDAL AWARDED TO THE ASBESTOS TRADE WAS OBTAINED BY BELL'S ASBESTOS CO.

THE HIGHEST GRADE PACKINGS AND JOINTINGS KEPT IN STOCK.

ENGINE AND CYLINDER OILS ABSOLUTELY UNBEATABLE IN QUALITY AND PRICE.

ASBESTOS IN EVERY FORM FOR FILTERS, CHEMICAL PUMPS, &c.

W. JACKSON,
Manager.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
PIONEERS OF THE ASBESTOS TRADE.
Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES. Cheaper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-boat and Transport in H.M. Service.
"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c. IN TWO QUALITIES.
SPECIAL QUOTATIONS FOR QUANTITIES.
SUPERINTENDENT.....THOS. SKINNER.
DODWELL, CARLILL & Co.,
General Agents.
1030]

W. BREWER & CO.

JUST LANDED—NEW STOCK.
BOOTS and SHOES. TOURIST WRITING CASES.
POCKET BOOKS. CARD CASES, &c.
TENNIS POLES and NETS. TENNIS RACQUETS.
TENNIS BALLS. TENNIS SHOES.
CRICKET, BATS, BALLS, STUMPS, &c., &c.
NAVY CUT TOBACCO. ENCHANTRESS EGYPTIAN CIGARETTES.

TRADE MARK. 源和洋行
Hong Name:—
YUEN WO.
TELEPHONE, No. 135.

BLACKBERRY BRANDY,
A DELICIOUS RICH LIQUEUR.
PER BOTTLE...$2.50. HALF-BOTTLE...$1.25.

ORANGE GIN.
PER BOTTLE...75 CENTS.

GANDE PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.
Hongkong, 31st August, 1896. [420

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

In cases of 2 doz. pints .....$35 per case.
do 1 " quarts .....$33 "
SHEWAN & Co.,
Agents.
Hongkong, 25th June, 1895. [803

EXPLOSION IMPOSSIBLE.
JASTRAM'S PATENT
GOLDEN MEDAL
PETROLEUM ENGINES
OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.
WORKED BY ORDINARY PETROLEUM.
Consumption of Petroleum 1 lb. per H.P. and Hour.
A Working Stationary Engine and a Launch with a 4 H.P. Engine will be shown and full particulars be given on application.
SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.
NOISELESS. NO SMOKE.

47] NO PROFESSIONAL ENGINEER REQUIRED.

W. POWELL & CO.

NEW LACES.
NEW MILLINERY.
NEW RIBBONS.
W. POWELL & CO.
Hongkong, 22nd August, 1896. [1004

To-day's Advertisements.

RAINIER BEER.

THE famous Malt Tonic and Drink. Try it once and you will order it again. One trial will convince you of its merits. Do not confuse it with cheap and abominable stuffs.

SEATTLE BREWING AND MALTING Co.,
HONGKONG BRANCH,
ICE HOUSE LANE.

F. BISHOP, Acting Manager.

Hongkong, 1st September, 1896. [1376

ZETLAND LODGE,

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 1st September, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 1st September, 1896. [1336

FOR SHANGHAI.

THE Steamship

"PEIYANG,"

Captain Th. Lehmann, will be despatched for the above Port TO-MORROW, the 2nd instant, at 4 P.M.

For Freight or Passage, apply to
SIEMSSEN & Co.

Hongkong, 1st September, 1896. [1375

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain Galsworthy, will be despatched as above on TUESDAY, the 8th instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 1st September, 1896. [1372

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENFRUIN,"

Captain Darke, R.N.R., will be despatched as above on WEDNESDAY, the 16th instant, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 1st September, 1896. [1343

FOR SALE!

TYPHOONS! TYPHOONS! TYPHOONS!

COPIES of the SECOND EDITION of that well-known and most useful work,

"THE LAW OF STORMS IN THE EASTERN SEAS."

BY
DR. W. DOBERCK,
Director of the Hongkong Observatory.

PRICE .....$1.

FOR SALE:—
At the "HONGKONG TELEGRAPH" OFFICE,
No. 6, Pedder's Hill,
and at
Messrs. KELLY & WALSH, Ld.
" W. BREWER & Co.
" CHAS. J. GAUPP & Co.
" G. FALCONER & Co.
" LANE, CRAWFORD & Co.
" HEUERMANN, HERBST & Co.
and
" F. BLACKHEAD & Co.

Hongkong, 28th July, 1896.

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1896. [427

A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS
OF
AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Intimation.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."
And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER,
SODA WATER,
LEMONADE,
POTASH WATER,
SELTZER WATER,
LITHIA WATER,
SARSAPARILLA WATER,
TONIC WATER,
GINGER ALE,
GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

Hongkong, 4th July, 1896. [

BIRTHS.

On the 28th July, at The Chestnuts, Pangbourne, the wife of DUNCAN MCNEIL, Barrister-at-law, Shanghai, of a daughter.

On the 29th July, at Wimbledon, England, the wife of JAMES H. HART, of a son.

MARRIAGES.

On the 28th July, at St. James Kidbrook, Blackheath, England, by the Rev. John Gardner-Brown, M.A., Vicar of St. John the Evangelist, Bournemouth, and the Rev. John C. Lecke, M.A., Rector of the parish and Rural Dean, the Rev. John Hartforth Jaques, M.A., son of J. C. Jaques, late of China Mutual Steam Navigation Company, to Alice Frances, only daughter of Walter George Harrison, Esq., late of the Bombay Revenue Survey.

On the 29th inst., at Holy Trinity Church, Penge, England, by the Rev. W. J. Lathom, Clavell John Francis, fourth son of the late Stevens Tripp, to Violet Mary, eldest daughter of William Thomas Noakes Vinall, of Horncastle, Lincolnshire.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 1, 1896.

THE RISE IN CABLE RATES.

At the present time when we are being "squeezed" in a merciless manner by the Cable Companies it may be well to note what was said at the forty-eighth half-yearly meeting of the Eastern Telegraph Company held on the 23rd July in London, the Marquis of Tweeddale presiding. The Chairman, according to the report received by the French mail to-day, said the Company was formed in the year 1872 with a capital of £3,397,000 and they had then a cable mileage of 8,862 nautical knots. The capital now stood at £6,000,000, and their cable mileage had been increased by 17,490 knots, the total now being 26,352 knots. They had paid in the whole period regular quarterly dividends ranging from 5 to 7 per cent. Their gross revenue for the half-year to 30th June had been £466,093, or £45,567 in excess of that of the corresponding period of 1895; and the total ordinary expenses for the half-year had been £99,152, an increase of £1,092. The cable repairs had cost £33,925, or £18,775 less than in the June half of 1895. In order to balance the capital and the capital expenditure accounts, and to enable them more fully to invest the amount standing to the credit of the reserve fund, they had issued 4 per cent. mortgage debenture stock to the amount of £110,000 at the substantial premium of £31,908. The International Telegraph Conference had only just come to an end, and it was too early to express a definite opinion respecting the effect which its decisions might have upon the company's future earnings. There would, no doubt, be some loss of revenue, but *they anticipated nothing serious.* The sum of £125,000 had been placed to the general reserve fund, of which, however, £70,000 had been taken to defray the balance due on account of the Aden-Bombay cable. The reserve fund now amounted to £563,295, being £43,704 less than it stood at six years ago, and the present amount was totally inadequate for such a company as theirs. They believed that by strengthening the reserve fund they would be best serving the interests both of the public and of the shareholders, and it was their intention to endeavour to build up a substantial reserve. They were now able to pay a dividend and bonus equal to 6½ per annum and to carry to the reserve fund the sum he had mentioned. We commend the remarks about "nothing serious" being anticipated and the "intention to endeavour to build up a substantial reserve" to the attention of our readers, for although it is quite possible these opulent monopolists have little cause to anticipate "anything serious" yet the intention to "build up a substantial reserve fund" indicates that the paltry sum of £563,295 is not considered sufficiently substantial and that therefore efforts are to be made to increase receipts in order that it may be made thoroughly substantial. Of course the policy proclaimed by the Chairman was entirely satisfactory to the shareholders and we read that his motion for the adoption of the report and accounts was seconded by Mr. J. DENISON PENDER, who displayed execrable taste in introducing, at a purely business meeting, his deceased father's name in an expression of thanks for the sympathy shown the family in their bereavement. To have cause to regret the loss sustained by the Company through the death of Sir JOHN PENDER is quite intelligible, but why his successors should so soon after his death have adopted a policy which seems to indicate that they are bereft of due consideration for their friends and supporters in the Far East is a mystery that must be cleared up sooner or later, and the sooner the better.

TELEGRAMS.

REUTER'S MESSAGE.

THE RIOTS IN CONSTANTINOPLE.

LONDON, August 30th.

It is estimated that one thousand innocent Armenians were massacred in the streets of Constantinople during the recent riots, the Turkish troops being passive spectators.

Marines from all the foreign ships-of-war were landed to protect the Embassies.

The Embassies have sent a strong appeal direct to the Sultan to stop the horrors. They refer to violations and lootings of foreign domiciles, which point to possible grave results.

(*From Le Courrier de Saïgon.*)

THE MANILA CONSPIRACY.

PARIS, August 2nd.

On account of the discovery of a separatist conspiracy in Manila a number of arrests have been effected in Manila and in Madrid.

(*From Bangkok Observer.*)

QUITE RIGHT.

LONDN, August 21st.

Two native Egyptian papers have been suppressed in consequence of their shameless attacks on Queen Victoria.

[Quite right; but who was at the bottom of these base attacks?]

ON TO DONGOLA!

LONDON, August 21st.

The further advance of the Nile expedition commences about September 5th, and it is expected that Dongola will be reached about the beginning of October.

(*From Japanese Papers.*)

THE CABINET CRISIS IN JAPAN.

TOKIO, August 21st.

Viscount Watanabe, Minister for Finance, is said to be very firm in his decision to resign his office. The preparation of the Budget for next year cannot be delayed any longer. The expenditure, ordinary and extraordinary, is expected to amount to some two hundred million yen. Strenuous efforts are being made to induce Count Matsugata to accept the financial portfolio; but the Count would rather not join the Cabinet, and has been desirous of getting to his country villa at Mikage, near Kobe, in order that he might be beyond the reach of his friends who are trying to persuade him.

Marquis Yamagata, who is in Kyoto for his health, has been requested by his friends in the Government to return to the capital immediately on account of the pressure of the Ministerial difficulty.

Messrs. Kono and Hayashi, Liberal leaders, waited on Marquis Ito at Oiso yesterday and asked the views of the Premier relative to the admission into the Cabinet of Count Okuma. They were told that the Marquis had not decided; he was still considering the question of Count Matsugata's entry into the Cabinet.

TOKIO, August 22nd.

Count Inouye's efforts to obtain the entry of Counts Matsugata and Okuma into the Cabinet have proved unsuccessful. The Liberals and a section of the Government party opposed Count Okuma, while Count Matsugata definitely declined. Viscount Watanabe, Minister for Finance, has quitted the Official residence, and Count Matsugata, who was expected to take the financial portfolio, has left the capital. Thus the expectations of Marquis Ito have been frustrated and the compilation of the Budget for next year is an urgent matter. The Premier, through a friend, has tried to induce Viscount Watanabe to reconsider his decision to resign, but there is little hope of Viscount Watanabe's agreeing to do so.

Count Matsugata left the capital yesterday morning for Mikage. On leaving, the Count informed a friend that he would call on Marquis Yamagata in Kyoto.

FORMOSA.

TOKIO, August 21st.

The estimate of the extraordinary expenditure for the Governor-General's Office of Formosa in the Budget for next year has been fixed at eight million *yen*, of which five millions are to be applied to the construction of railways. The estimated expenditure for the regular steam services to Formosa is placed at 1,200,000 *yen*. The investigations of the cost of the proposed reconstruction of the harbours of Kelung and Takow have not yet been completed.

THE SILK MARKET.

TOKIO, August 21st.

The foreign firms at Yokohama, Nos. 90 (Messrs. Siber Brennwald & Co.), 95 (Messrs. F. Herb & Co.?) 198 (Messrs. Otto, Reimers & Co.) and 209 (Messrs. Bavier & Co.) have begun purchasing raw silk and some 550 bales changed hands up to last night. The quotation has risen, the coarse grade of silk reeled by the Ryojo-kan mill of Shinshiu fetching as much as $720 per picul.

WAR BONDS.

TOKIO, August 22nd.

A foreigner at Yokohama has purchased 380,000 yen's worth of war loan bonds at 100.30 yen.

NAGASAKI HARBOUR.

NAGASAKI, August 22nd.

A special meeting of the Nagasaki prefectural assembly will be called shortly, to consider the proposal to grant a subsidy of 250,000 yen out of the prefectural taxes towards the cost of reconstructing the harbour.

NEW MILITARY ATTACHE.

TOKIO, August 21st.

Lieut.-Colonel Usagawa has been appointed military *Attaché* to the Japanese Legation in Seoul, *vice* Major Watanabe, who has been recalled.

COUNT MUTSU.

TOKIO, August 21st.

It is reported that Count Mutsu intends to visit San Francisco early next month. He will leave in the same steamer with his son, Mr. Mutsu Hirokichi, who was recently appointed a 3rd class Secretary of the Legation in Washington.

LOCAL AND GENERAL.

THE O. & O. steamer *Gaelic*, recently ashore in the Straits of Shimonoseki, left Nagasaki to-day, 1st September, for Hongkong.

THE *London and China Express* says "much is hoped for from the mission in which Mr. Byron Brenan is now engaged."

THE Willard Opera Company, under the management of Mr. Clifford Willard, will open in Hongkong about the 20th instant.

THE *London and China Express* hears that Mr. Walter M. Hillier, H. B. M. Consul-General in Korea, has sent in his resignation.

AT 4.10 p.m. the black typhoon cone was hoisted, indicating the existence of a depression within 300 miles and to the South of the colony.

AN advertisement appearing in this issue calls attention to the merits of "Rainier" beer, an American malt liquor that is rapidly becoming popular in the Far East.

THE Royal Engineers' Variety Club will give another of their popular variety entertainments in their bijou theatre, Wellington Barracks, this evening, commencing at 8 p.m.

AT the Magistracy this morning Messieurs C. and T. Collaço were charged by A. Rodrigues with assault on Sunday last. C. Collaço was bound over in the sum of $25 to keep the peace for three months, while his brother was sent into retirement for two weeks.

THE Rev. S. St. A. Baylee, Naval Chaplain, whose term of service on this station has expired, leaves for home by the *Empress of India* to-morrow. He will be relieved by the Rev. F. A. J. Gace, who arrives from the North by the *Humber* next week. The duties on Sunday next will be undertaken by the Rev. G. R. Vallings, the able and indefatigable Military Chaplain.

IT is reported that Dr. Nansen, the explorer, and one companion were conveyed to Norway in the steamer *Windward* belonging to the Harmsworth expedition, which found them in Franz Josef Land. They had left their steamer *Fram* imbedded in the ice in latitude 86; the crew were all well. Dr. Nansen expects the *Fram* to drift to Spitzbergen safely.

M. Dubail, the popular Consul-General for France at Shanghai, who is a passenger for Marseilles by the *Yarra*, on the eve of his departure for Europe, was waited upon by a large number of members of the French community on the 23rd August, and presented with a handsome silver cup as a token of respect and remembrance. The presentation was made the occasion of an eloquent address from M Chapsal, the Agent of the Messageries Maritimes, to which M. Dubail replied, thanking his countrymen for their token of esteem which he said he would ever greatly appreciate.

THUS the *Straits Times* of the 24th ultimo *re* a recent interesting case heard in the Police Court before Comdr. Hastings, Acting Police Magistrate:—Major Moore, of the Army Pay Department, at Hongkong, had a curiously unpleasant experience last month, due to the inveterate early rising habits of John Chinaman. He was sleeping peacefully in his room, at the Peak Hotel, at five o'clock in the morning, when he was awakened by a brick falling upon his pillow, followed by a shower of dust and mortar. Hastily getting out of bed, he discovered a number of Chinamen engaged in repairing the roof. He expostulated with the contractor for starting work so early, but he only received an insolent reply. This so enraged him that he struck the man with a stick. Then the contractor summoned him, and he was bound over in the sum of one dollar to keep the peace for a week. But Major Moore was not yet finished with his man. He summoned him for having caused noises calculated to disturb, annoy, and interfere with his quiet, contrary to the Ordinance. The contractor, however, triumphed once more. It was demonstrated by the defence that the Act only applied to Victoria and its vicinity, and the Peak Hotel is not in the vicinity of the city of Victoria. It is clearly desirable that the scope of the Ordinance should be extended. It would also be an excellent thing if such an Ordinance were in force in Singapore. The unfortunate inhabitants of Singapore are constantly subjected to the most hideous noises through the night.

MEMORANDA.

TO-DAY,—1st September.

Belilios Public School re-opened.
8 p.m.—Entertainment at Wellington Barracks.
9 p.m.—Meeting of Zetland Lodge.

TO-MORROW,—2nd September.

11 a.m.—Outward French Mail closes.
Noon.—Meeting of Messrs. H. G. Brown & Co.
Noon.—*Yarra* leaves for Europe.
Noon.—*Empress of India* leaves for Vancouver, *via* usual ports of call.

THURSDAY,—3rd September.

Daylight.—*China* leaves for San Francisco, *via* usual ports of call.

FRIDAY,—4th September.

V. R. C. Aquatic Sports.

SATURDAY,—5th September.

American mail due.
V. R. C. Aquatic Sports.

SUNDAY,—6th September.

English and Indian mails due.

NEWS BY THE FRENCH MAIL.

LONDON, July 31st.

The Emperor William is on his return voyage from Norway, and is expected back in Berlin within ten days.

The Sub-Committee of the French Exhibition of 1900, M. Luce presiding, has decided to ask for a reservation space for Annam-Tonkin of 1,500 square mètres.

President Cleveland has issued a proclamation again enjoining citizens of the Republic to observe neutrality in the struggle now going on in Cuba.

It is announced that a British firm, which does a considerable business with the Far East, is about to try the experiment of appointing as commercial traveller a Chinaman.

According to the *Soir*, Major Lothaire will not return to the Congo after his trial, for the reason that he is about to enter the bonds of matrimony with a Brussels lady.

The marriage of Wm. Hy. Goschen, second son of the First Lord of the Admiralty, with Miss Geraldine Elizabeth Mellor, younger daughter of the Right Hon. J. W. Mellor, M.P., took place in St. Peter's Church, Eaton-square, on 25th inst.

M. Dubail, the French Consul-General at Shanghai, has been made an Officer, and M. Guile, Civil Engineer in China, a Chevalier of the Legion of Honour. The latter is for services rendered to French industry, presumably in China.

Mr. Shoda, director of the Nippon Yusen Kaisha, who has been in England for the last few months, leaves Liverpool for Canada next week and then by Canadian Pacific to Yokohama.

A separate pavilion at the Nijni-Novgorod Exhibition contains the principal goods in which Russia trades with China and Japan, and another building the produce of Central Asia, such as cotton wool, silk, fruit, rice, wine, copper, salt, &c.

It is stated that M.M. Komaroff and Ahnert, the former a member of the Russian Geographical Society, and the latter an Associate of the Institute of Mining Engineers, have started on an official tour of survey through Manchuria.

A new bullet-proof coat is said to have been invented by a Vienna tailor named Franz Zeidler. The coat does not contain a steel plate like that invented by Dowe, a German tailor, several years ago, but consists entirely of wadding, and is, therefore, very light. Herr Zeidler maintains that his coat is impenetrable to a bullet fired at a distance of 2,400 paces. The Emperor will be invited to the trial of this invention.

The Treasury, under the advice of the Foreign Office, has granted £5,000 to be spent upon the British exhibits at the Brussels Exposition to be opened next year. Sir Albert Rollit, as representing the Chamber of Commerce, will have the distribution of this sum in his hands with a view to making the British representation worthy of this country.

The medical examination has resulted in the decision that François, who fired a revolver at M. Felix Faure on July 14th, is not responsible for his acts. He will, therefore, be confined in an asylum.

The Spanish Government is said to be contemplating some important works in the Philippines; these works, if carried out, will comprise an extensive arsenal (with a dry dock) upon the Island of Luzon.

The new steamship *Augsburg* of the Deutsche Australische Dampfschiff-Gesellschaft (German Australian Steamship Company) recently left our city for her first trip to Australia and back. It is nearly seven years ago when the pioneer vessel in this line left Hamburg, but that vessel was not half the size of the *Augsburg*, which measures fully 7,000 tons carrying capacity. The new boat has a full cargo, and also will call at Queensland.

The Peninsular and Oriental Steam Navigation Company has acquired a considerable area of land, having a frontage of 4,000ft. or 5,000ft. to the Thames, for the purpose of loading and discharging their vessels. The site is about midway between the Tilbury and the Albert Docks, and the Company have entered upon this undertaking in consequence of their grave dissatisfaction with the present dock arrangements of the Port of London. It is a move that may be pregnant with large issues.

A Manchester paper states that it is understood that in consequence of having come to a friendly understanding with competing lines the directors of the great Japanese Steamship Company, Nippon Yusen Kaisha, have abandoned for the present their intention to start an opposition service from Manchester to Japan. A new company is, however, being formed, which will be a competitor for the carrying trade between Europe and the Far East, and it is quite possible that Manchester may be included amongst the European ports which it will serve. This enterprise has also its origin in Japan, where a company is being formed, with a capital of 3,000,000 yen, to build eight steamers with a cargo capacity of about 5,000 tons each, and a speed of 12 knots an hour. Four of these vessels will be employed in the direct trade with New York, *via* the Suez Canal, and the other four in a service to the principal European ports with which Japan has commercial relations.

The Admiralty has placed an order with the Thames Ironworks and Shipbuilding Company for a new battleship of the *Canopus* class. Messrs Maudslay, Sons and Field will supply the machinery, and Belleville boilers of the new type will be supplied.

In reference to the scheme for establishing torpedo boat destroyer flotillas on foreign stations, the Admiralty have ordered that the *Boxer* and the *Bruiser* are to pay off at Portsmouth on August 17th, and recommission on the following day as tenders to the cruiser *Endymion*, while torpedo boats Nos. 90, 94, 95, and 96 will commission on August 18th as tenders to the cruiser *Charybdis*. The fleet, which will leave England in company on August 30th, will consist of the cruiser *Endymion*, convoying the destroyers *Boxer*, *Bruiser*, and *Dragon*; the cruiser *Blenheim*, convoying the destroyers *Banshee*, *Handy*, and *Hart*; and the cruiser *Charybdis*, convoying torpedo boats Nos. 90, 94, 95, and 96. On their arrival at Malta the *Dragon* will be appropriated as tender to the battleship *Barfleur*, the *Boxer* to the *Trafalgar*, the *Bruiser* to the *Hood*, and the *Banshee* to the *Nile*. Until arrangements can be made for convoying the *Handy* and the *Hart* to Hongkong they will be employed as tenders to the *Hibernia* receiving ship at Malta.

General Dodds, who only six weeks ago landed in Tonkin as Commander-in-Chief, has been recalled by Presidential decree and replaced by General Bichot. It is stated this is done under recommendation of M. Rousseau, Governor-General, the Government considering it better to have a General of Division in command.

THE NEW BALMORAL GOLD MINING CO., LIMITED.

An extraordinary general meeting of shareholders in the above named Company was held at the Company's Office, No. 1 Duddell Street, at noon to-day. In the absence of Mr. G. R. Stevens, who was too ill to attend the meeting, Mr. C. Ewens presided and there were also present Messrs. T. F. Hough, Hart Buck, R. E. Humphreys, G. L. Tomlin, J. H. Cox and W. Hutton Potts, Secretary.

Mr. Ewens announced that Mr. G. R. Stevens being too unwell to be present he had consented to preside, and at once proceeded to move the adoption of the resolutions, of which notice had been given by circular. He formally moved that

1.—That the firm of John D. Humphreys and Son be the General Managers of the Company in the place of Mr. George Richard Stevens.

This was seconded by Mr. R. E. Humphreys, and on being put to the vote was carried unanimously.

The Chairman—I now propose for adoption the second resolution as set out in the paper I now hold in my hand, which has been circulated amongst shareholders.

The Chairman's motion was duly seconded and carried unanimously. It reads as follows:—

2.—That the Articles of Association be altered in manner following:—

(A) In Article 2 the words "'Consulting Committee' means the Consulting Committee for the time being" and the words "'Board' means the General Manager and Consulting Committee in Meeting" shall be eliminated.

(B) In paragraphs 6 and 7 of Article VI and in Articles VII, VIII, IX and X the word "Board" where it occurs shall be eliminated, and the words "General Manager" substituted therefor.

(C) In paragraph 8 of Article X the words "and an entry of every such certificate shall be made in the minutes of the Proceedings of the Board" shall be eliminated.

(D) In Articles XI, XII, XIII, XIV and XVI (except paragraph 6 of Article XIV), and in marginal notes thereto, the word "Board" where it occurs shall be eliminated and the words "General Manager" substituted therefor.

(E) In paragraph 6 of Article XIV the words "Secretary or by such other Officer as the Board may appoint" shall be eliminated and the words "General Manager" substituted therefor.

(F) In Article XV, paragraph 4, the words "the Chairman of the Board or in his absence the Deputy Chairman" shall be eliminated, and there shall be substituted therefor the words "The General Manager or a partner or representative of the firm of the General Managers for the time being resident in Hongkong shall be the Chairman of the Company and" and in the same paragraph the words "neither the Chairman nor deputy Chairman is" shall be eliminated and there shall be substituted therefor the words "the Chairman of the Company is not."

(G) In Article XVII, paragraph 1, the words "with the assistance and advice of a Consulting Committee" shall be eliminated, and of the words at the head of the Article "General Manager and Consulting Committee" the words "and Consulting Committee" shall be eliminated.

Paragraph 2 and the marginal note thereof shall be cancelled.

In Paragraph 3 the words "with the assistance, and advice of the Consulting Committee" shall be eliminated.

Paragraphs 5, 6, 7, 8, 9, 10, 11 and 12 and the marginal notes thereof shall be cancelled.

The following paragraph shall be substituted for Paragraph 13:—

"The remuneration of the General Manager or General Managers shall be a commission of 5 per cent on all gold won, and the sum of $3,600 per annum, such sum to include office expenses and salaries of clerks, and other servants of the Company at Hongkong and General management." And the following marginal note shall be substituted for the marginal note thereof, viz., "Remuneration of the General Manager."

Paragraph 14 and the marginal note thereof shall be cancelled.

In Paragraph 16. The sentence commencing with the words "The Company may also in Extraordinary meeting" and ending with the word "predecessor" shall be eliminated, and in the marginal note thereof the words "or member of consulting committee" shall be eliminated.

Paragraph 17 and the marginal note thereof shall be cancelled.

(H) The whole of Article XVIII with its heading and the marginal notes to the several paragraphs thereof shall be eliminated and there shall be substituted therefor the following:

SEAL.

Safe custody and use of seal. XVIII.—The General Manager or General Managers shall provide for the safe custody of the seal, and the seal shall not be used except by his or their authority, which authority shall be evidenced by his or their signature.

Execution of Deeds. 2.—All Deeds or other instruments shall be signed by the General Manager or General Managers and sealed with the seal of the Company.

(I) In the heading to Article XIX, and throughout the said Article, and in the marginal notes thereof, the word "Board" where it occurs shall be eliminated, and there shall be substituted therefor the words "General Manager or General Managers," and the word "it" in the third line of the said Article shall be eliminated; and there shall be substituted therefor the words "him or them," and throughout the remainder of the said paragraph the word "it" when it occurs shall be eliminated, and the words "he or they" shall be substituted therefor.

Paragraph 9 of the said Article XIX shall be cancelled.

(J) In Article XX the words "neither the General Manager nor General Managers nor any member of the consulting committee" shall be eliminated, and there shall be substituted therefor the words "No General Manager." In the eighth line of the said Article the words "such person" shall be eliminated, and the words "General Manager" substituted therefor. In the 10th, 13th and 14th lines thereof the word "person" where it occurs shall be eliminated, and the words "General Manager" substituted therefor, and the sentence commencing "and the nature of his interests" to the end of the paragraph shall be eliminated, and the words "without the sanction of a General Meeting" substituted therefor.

(K) In Article XXI the heading "The Secretary", paragraph 1 of the said Article and the marginal note thereof shall be cancelled.

Paragraph 2 of the said Article shall be numbered Article XXI, and the word "he" shall be eliminated wherever it occurs in this Article, and the words "General Manager" substituted therefor.

Paragraph 3 of the said Article shall be numbered 2.

In paragraph 4 of the said Article XXI the words "under the supervision of the Board" shall be eliminated and the paragraph as it then stands shall be numbered paragraph 3.

In paragraph 5 of the said Article XXI the words "under the direction and control of the Board" and the words "that the Board may direct" shall be eliminated, and the said paragraph as it then stands shall be numbered paragraph 4.

(L) In Article XXII and in the marginal notes thereof the word "Board" where it occurs shall be eliminated, and the words "General Manager" shall be substituted therefor.

(M) In Article XXIII paragraphs 1 and 2 and in the marginal notes thereof the word "Board" where it occurs shall be eliminated, and the words "General Manager" shall be substituted therefor.

In paragraph 3 of the said article the words "one of the Board or" shall be eliminated.

(N) In Article XXIV paragraph 2 the words "not being a member of the Board" shall be eliminated, and there shall be substituted therefor the words "other than the General Manager."

In the last line but one of paragraph 3, and in paragraphs 5 and 6, the word "Board" where it occurs shall be eliminated, and the words "General Manager" shall be substituted therefor.

(O) In Article XXV paragraph 2 "subsection 9" shall be substituted for "subsection 7," and the words "the last preceding subsection" shall be eliminated, and the words "this section" shall be substituted therefor, and the word "up" shall be inserted between the words "posted" and "in."

(P) In Article XXVI the word "Board" shall be eliminated, and the words "General Manager" substituted therefor, and the word "it" where it occurs for the second and third times in the said article shall be eliminated, and the word "he" substituted therefor.

(Q) In Article XXVIII the words "members of the Consulting Committee" shall be eliminated. The word "Board" where it occurs in the said article shall be eliminated and the words "General Manager" substituted therefor, and the words "the member of" in the last sentence of the last sentence of the said article shall be eliminated.

This was all the business before the meeting the proceedings being brought to a conclusion with the announcement that telegrams had been received from Australia reporting that the inspection by experts is now going on.

COLLISIONS AT SHANGHAI.

NINETY PASSENGERS HAVE A NARROW ESCAPE.

Shanghai, August 24th.

There was an exceedingly narrow escape from a dreadful tragedy on the river yesterday evening. The Messageries Maritimes tender *Whangpoo* and the Shanghai Tug Boat Co.'s powerful tender *Sampson* came into collision shortly before 7.30 o'clock, when the vessels were nearly abreast of the Point Hotel. The *Sampson* was proceeding down the river, to take a sailing vessel in tow, and the *Whangpoo* was coming up to Shanghai with the mails, and about ninety passengers from the Messageries Maritimes *Saghalien* from Japan. It would be out of place here to say who was responsible for the accident, as that fact may be brought out at an enquiry which will probably be held. The *Sampson* was in charge of Capt. McCracken (a certificated master), however, and was going down with the tide at a good speed, and seeing the *Whangpoo* approaching, it is said she gave the customary blasts of her whistle to indicate that she was going to port. It was quite dark at the time, and immediately after the whistles were blown the vessels met. The guards of the *Sampson* were cut in two on the port side and portions of the shattered timbers pierced the steel hull of the *Whangpoo* close to the stem, but above the water line. A long piece, some 10 or 12 feet in length, went in like a battering ram close to the *Whangpoo's* cut-water, on the starboard side, penetrating the hull and bulk head and finally finding a resting place in an unoccupied sleeping bunk used by the crew, but none of the men were below at the time. A portion of the guard forward on the port side was also carried away. After a brief stoppage the *Sampson* proceeded; but the passengers on the *Whangpoo*, as might only be expected, were very much excited and terrified by what had taken place; and some of them were thrown to the deck by the force of the impact, but no one appears to have been injured. Several of the passengers called on the master of the *Whangpoo* to beach his vessel, but as she was making no water, and the injuries were well above the waterline, this step was considered unnecessary, and consequently the tender was brought up to the M.M. Wharf in the usual manner. She has only just been overhauled and renovated and put into excellent condition for her usual running.

The injuries to the *Sampson* were much more extensive than at first supposed. After running a few hundred yards from the scene of the collision, her master found that she was making water so fast that he decided to beach her close to the Red Joss House on the Pootung side. She went into Boyd's New Dock for repairs today. It was found that she was stove in on the port side in two places, one hole being close to the stem and the other much more extensive, a little forward amidships. The people on board her say that the *Whangpoo's* stem struck her first on the bow, causing the *Sampson* to heel over, and when she righted the tender struck her with great force a second time. She made water very rapidly, but fortunately the pumps were able to keep it down until she was safely beached.

It would be interesting to know what provision, if any, is made on the *Whangpoo*—or, for the matter of that, on any of the tenders carrying large numbers of passengers—in the way of boats or life-saving appliances.

THE ACCIDENT TO THE BARQUE AURORA.

The injuries to the Siamese barque *Aurora*, which was run into by the steamer *Tientsin*, yesterday afternoon, are much more serious than were at first believed, as owing to the character of the vessel the repairs cannot be satisfactorily carried out without some considerable attention being paid to the stern, quite apart from the spars, which have been carried away. On boarding the ship the bowsprit and jibboom are seen to be at right angles to the ship, and the figure head has been twisted into chips. All the standing and running gear is adrift and hanging slack, the stem is split half-way down to the water line, and, altogether, a tolerably large sum will be needed to put matters right.

The accident resulted, as has been said, by the *Tientsin*, when swinging round, being caught by the strong flood and her stern crashing into the *Aurora's* bow; the latter vessel being moored in the place allotted to her. The *Tientsin* escaped with a little scratched paint, but nothing more serious.

Capt. J. P. Roberts, marine surveyor, visited the barque this morning and inspected the damage done, and he also reported the repairs which would be required before the ship could be said to be in a seaworthy condition.

A singular feature of the mishap is that on the end of the jibboom was a shark's tail fins—a customary decoration in vessels of the *Aurora* type; this was not knocked off or crumpled in the least. The place of the blow would appear to have been at the knighthead on the port side.

The *Tientsin* is commanded by Capt. Clegg, of the Indo-China S.N. Co., and the *Aurora* is a Siamese-owned barque from Bangkok, registered at Singapore, and commanded by Capt. Barquin.

AN AMERICAN SHIP IN TROUBLE.

We hear that the four-masted American ship *Lyman D. Foster*, collided with the Kintoan lightship as she was coming in, carrying away the bowsprit and the cable of the light vessel. The light ship was shifted a little from her usual position, but she has since been replaced. It will be remembered that the steamer *Klangleen*, which arrived here from Ningpo yesterday, reported a change of lights on the Kintoan lightship.—*China Gazette.*

SHOCKING WHOLESALE MURDERS IN JAPAN.

Kobe, August 24th.

Particulars of the massacre at Kubara, Minami-mura, Naka district, Kagawa prefecture, on the 18th inst., in which seven men, women and children were murdered (as briefly referred to in a telegram in these columns at the time), are now to hand. According to a vernacular paper, the victims are a young man 20 years of age; his mother, 45; younger brother, 7; two little sisters, 8 and 4 respectively; an employé and a relative of the family. The murderers are Fukuzaki Jiro, 35 years; his brother, 29; the latter's wife, 23; and a friend and neighbour of theirs. The murderers and their victims were relatives. The murdered family was very well off, and therefore well known in the neighbourhood. Fukuzaki Jiro, the leader of the murderers, led an irregular life and squandered all his estates. Several times he had received assistance from those whom he has now murdered. Recently he intimidated the deceased into paying him 500 yen, on the understanding that the relationship of the two families should be no longer acknowledged. In a short time the murderer spent all the money he thus received, and applied for further assistance several times. Needless to say the application was declined on every occasion. He strongly resented these refusals and told his friends from time to time that he had decided to die shortly. A few days prior to the massacre, he disposed of all his household furniture and informed his friends he was going to settle in Hokkaido. The murdered family were suspicious of the action of their villainous relative and hired a fencing master for their protection. About 3 p.m. on the 18th inst., the murderer, Fukuzaki Jiro, paid a visit to the house of the murdered family. The fencing master, Kuroki Sotaro by name, and a relative of the family named Noda Shikanosuke, were sitting in the entrance hall, the former reading a newspaper. The murderer went to Noda and asked him to get for him a loan of 300 yen, stating that he was going to Hokkaido and was in want of money. Noda told him that it was useless to ask for the loan of any more money and asked him to give up his desire and go away. The murderer did not press his request. He then accosted the fencing master. After chatting a few moments, he took out a book, saying it was an amusing novel. The fencing master received it and began to inspect it, not knowing his life was in danger. The murderer secretly drew a pistol and shot him in the back. The victim fell on the floor, and several more shots were fired at him in succession. This was the signal for the brother, his wife, and a friend, who were hiding outside of the premises, to rush into the house. The wife of the leader's brother handed a sword to her brother-in-law, who gave several cuts at the fencing master and finally severed his head from the body, while the others, each armed with a sword, were furiously hacking at everyone who came in their way. The two little girls, 8 and 4 years respectively, were cut down, both their heads being severed from their bodies and the body of the elder girl is missing. Fukuzaki Hisakatsu, the head of the family, the mother and a brother shut themselves up in a godown to save their lives. This proved a mistake, for the godown was set on fire and they were all burnt to death. On seeing the murderer shooting the fencing master, a younger brother of the head of the family ran into the inner room and apprised his mother and brothers of the danger and then ran for the assistance of the police. A policeman soon appeared on the scene and attempted to arrest the leader of the murderous gang, who requested the policeman to let him alone and go away. On seeing the policeman refusing to retire, the murderer shot him through the left arm. The policeman then left to seek help, but fell down before he had gone far. The murderers made a thorough search for the head of the family and his mother, but could not find them. The murderer went home, brought a tin of petroleum and set fire to the principal building and then to the stable, corn sheds and godowns, which were all destroyed and the people concealed were burnt to death. A little girl, the youngest of the victims, was carried on the back of a young nurse girl. The murderers took the baby from the girl by intimidating her and cruelly stabbed the infant with a sword on the head and twelve other places. The murderers then visited the tombs built for their own use several years ago. They sat down in a row before the tombs and the leader shot them one by one, giving each two shots. Finally he shot at himself, but did not succeed in killing himself. Presently a police partly appeared and arrested him. He is said to have died next morning in the prison.—*Chronicle.*

HONGKONG GOLF CLUB.

BEST SCORE CUP FOR AUGUST.

Mr. C. Percival, R.B.	96	18	78
Rev. G. R. Vallings	97	8	89
Mr. C. E. Hume	94	4	90
Commodore Boyes	102	11	91
Mr. P. de C. Morriss	108	15	93
Mr. C. A. Torres	109	15	94
Mr. W. A. Duff	108	12	96
Mr. C. H. Gridi	110	12	98

SHANGHAI SPORTING GOSSIP.

Shanghai, August 28th.

The "offerabal" opening of the Course for the coming meeting is notified by the Clerk of the Course for the 1st proximo; but careful training of a somewhat gentle kind has been going on for a long time past, chiefly by anxious and hopeful owners of Ledger candidates. Amongst these *Standard*, *The Broker*, *Detrimental* and *Playmate* attract most attention, and produce best prices for "the Bookies." *Big D*, if only he'll make up his mind to do his very best, can make them all travel. However, it is quite possible that some complete outsider will "land the pot," and it's a good big pot, too, this time.

There are forty-two Tientsin mokes to bid for this afternoon, and similar number on Monday, and still there are more to follow.

I forwarded a few days ago our programme for the Autumn Meeting to be held on the 2nd, 3rd, and 4th November. It is much the same as usual, one strikingly new feature in it, however, being "The Engagement Cup," presented, I believe, by two recent sporting victims.

There are some more old sports very nearly "wanchee pultee book," but I havn't clocked them off yet. They'll be announced all in good time.

Next meeting, of course, we shall have the "Matrimonial Stakes," and in the autumn "The Bachelors' Handicap" will be arranged for, just out of pure cussedness. Some chaps are speculating as to who'll get the winning mount in the new and interesting departure. There'll be a hard ride for it I'm sure, and I shouldn't wonder if they'll beat the Champions time over the distance.

Most of the old swells are all right, I believe. *Invader* is "on" for anything, and *Blackberry* is now in Mr. Keenan's able hands, so these cracks will soon be sparring again.

Amongst the new griffins I noticed some relatives, I think, of one or two of our favourites. There was a *Vaquero*, a *Broker* or two, third cousins to *Blackberry*, *Playmate* and *Dare Devil*, *et hoc genus omne*.

The macadamized road all round the recreation clubs, inside the Course, is just about finished and forms a very much pleasanter stroll than the dusty and horribly overcrowded though umbrageous Bubbling Well Road. No, the F. Devil can't enjoy that once cool and pleasant promenade any more now; but the inside road at the race course, though I fear the Race Club will never consent to its being made shady with trees, is most entertaining and pleasant, for there's every kind of sport to amuse you going on all the way round, as you stroll along. For this and many other mercies not only we but many generations to follow us must look back with grateful hearts to Shanghai's (Dr.) "Jim."

By the way: Would it not be a good idea to inaugurate a "Starting Gate" for our Half-mile events? Its no race at all if the horses don't get away well together, and the starts last meeting for this distance were simply awful to behold.

Dawn.

RAILWAYS IN CHINA.

For the ninth time since the Treaty of Tientsin, the close of the war with Japan was looked forward to as a date from which China would enter upon a career of "progress"; from which she would enter, that is to say, "upon railroad construction, mining, and naval and military systems of great magnitude." And if those who anticipated that she was going to become, Minerva-like, a sudden incarnation of wisdom, have been disappointed, it is beyond question that, as Colonel Denby admits in submitting the Returns of Trade for 1895 to the United States Government, progress there has been. It may be open to question whether, in a country possessed of such splendid waterways, the importance of railways has not been allowed to eclipse the importance of steam carriage afloat; but the principle, at least, is incontestable that the development of communications is the thing most needful to develop the resources and improve the administration of the country. It is, perhaps, safe to assume that those resources have been developed well-nigh—as far as they can be under the present system. Better and speedier communications will not only expedite transport, but expedite the reform of the great bureaucracy by which China is governed. The opposition to reform is partly genuine, no doubt, as well as selfish. *When we see a Government in Hongkong genuinely believing that wisdom is a perquisite of the official clique, and that not only the municipal but even the sanitary affairs of that little spot are beyond the capacity of laymen to manage, we may believe that Chinese mandarins have become hereditarily convinced that stagnation, repression, and official perquisites are essential to the maintenance of the Empire.* The things best calculated to dispel such illusions are movement and interchange of thought: the one promotes the other; and good means of communication improve both. Steam and electricity have done as much to promote the intellectual as the material progress of Europe, and they will serve a double purpose, no doubt, in China as well.

It is interesting, therefore, to note what degree of progress and promise railroad-making in China has assumed. The three first lines sanctioned after the close of the war were from Tientsin to Peking, from Peking to Hankow, and from Nanking to Soochow and Shanghai. The first is the only one of these that has been actually commenced—for the reason, no doubt, that is at the bottom of all China's embarrassments, finance. The extension of the Taku line from Tientsin to the capital can be effected with Government funds; but the Government has not at its disposal funds to make great trunk lines, and has hardly yet succeeded in convincing its rich subjects that they may invest their own money without fear of official meddling or fraud. The truth seems to have been impressed upon the Emperor; but the Emperor is traditionally credited with good intentions, and his subordinates with evil execution. His declaration, in a recent edict regarding the Hankow line, that "if money be collected and handed over to the officials to construct the road, the chances of success would be *nil*"—could hardly be surpassed for explicitness, and would seem to have carried conviction to the minds, at least, of the Cantonese; for no less than three syndicates are mentioned as willing to undertake the Great Central line. Still, Taotais and Viceroys are mixed up in the utterance with a persistence comparable to Mr. Dick's difficulty with King Charles's head. An expectant Taotai, Hsü Ying-chiang, is commissioned to collect funds; the Viceroys of Chihli and the Two Kiang are "commanded to make it their duty to see the enterprise brought to a successful conclusion." The very syndicates are represented as praying for "the appointment of a high official to preside over them," and the Viceroys are further ordered to exclude the best elements of success by seeing that "no foreigners hold shares." China is, however, a country of contradictions, and we cannot expect the lad who is assumed to direct its destinies from the seclusion of the Forbidden city, to avoid floundering even in well-meant efforts to grapple with conditions novel to his advisers as well as to himself. The climax of contradiction is, indeed, reached when we are told by Hongkong papers that a member of the Hongkong Legislative Council, Mr. Ho Kai, has obtained the concession, and that an English syndicate has paid down the Tls. 10,000,000 which the Government requires as a guarantee of good faith! These creases will, however, doubtless get smoothed out; and we are content, in the meantime, to infer that the scheme of a railway from Peking to Canton is well under weigh.—*L. and C. Express.*

THE JAPANESE IN FORMOSA.

THE "TIMES'" HAIR-RAISING REVELATIONS!

Hongkong, July 18th.

A missionary writes to me regarding Japanese atrocities in South Formosa, saying:—"I have made no statement that I cannot bear out with facts. In the name of common humanity I pray you let the world know the true state of affairs." He states that the Japanese are fast exterminating the Chinese. Over sixty villages have been completely burned, and thousands killed. One day twenty-one Chinese were caught at random; nothing was proved against them. While their graves were being dug before their eyes they were brutally maltreated by Japanese and then stabbed to death with bayonets. It was a revolting sight. At another village the Chinese prepared food for the approaching Japanese and welcomed them, but a sudden onslaught was made and fifty Chinese were killed on the spot. On June 22nd the magistrate of Hunim issued a proclamation advising the scared villagers to return from the mountains. They all returned and were butchered. Eye-witnesses tell revolting stories of maltreatment of the Chinese, of graves desecrated, and of women violated, the result being that the people are driven to rebellion.—*Times.*

The above is a very terrible indictment, alleging the commission of the most abominable atrocities. It is not lightly to be put aside as incredible, or even as exaggerated, though we must wait to see if any other complexion can be put on the matter ere dealing fully with it.—*L. & C. Express.*

THE JAPANESE MINISTER'S REPLY.

Concerning the statements respecting the Japanese troops and officers in Formosa accusing them of acts of cruelty against the Chinese, or natives, still under arms in that island, a correspondent forwards to the *Daily Telegraph* for publication the subjoined letter upon this subject from his Excellency T. Kato, the Japanese Minister to the Court of St. James:—

I saw the reports in *The Times* about the "Japanese Cruelties" in South Formosa, about which I received your telegram just now. The accusation is extremely vague, giving no dates or places where the occurrences took place, if any took place, and it is accordingly difficult to prove the contrary by facts. But I see in the newspapers which I received from Japan this morning—the latest bearing date June 13th—that there was some trouble in the South of Formosa about the beginning of last month, caused by the remnant of Chinese troops which still seems to have remained in the outlying districts, having lost their way to the continent, and assisted by the Chinese inhabitants in those districts. A small expedition from a Japanese garrison was being sent at the time I speak of to put down the "rebellion," and I am sure that what the informant of *The Times* calls "atrocities" is nothing but the legitimate and inevitable exercise of authority in bringing the recalcitrant natives to submission. When the rebellious natives of the north of Formosa took up arms last year against the new administrators they made their dwellings, most of them built strongly of stone and brick, temporarily their fortresses, which they tenaciously defended to the last, with the result that the Japanese troops had no course left but to shell and demolish these houses in order to leave no shelter for further resistance. It is quite probable that the same thing may have happened again, that is to say, if the reports in *The Times* are at all based on facts, however distorted these may be. As to the reports that graves were dug for living prisoners, I can say, once for all, that nothing is further from the thoughts of my countrymen, even in the lowest class, than to be guilty of such a wanton act of cruelty; and I absolutely disbelieve the report. The same thing is the case as to the report that a magistrate of Hunim (which place I cannot identify) issued an edict recalling the scared villagers and then killing them on their return. No sane Japanese would do such a brutal thing.

I place what I say above at your disposal, and you can make such use of the same as you may deem fit.

I am, sir,
Your obedient servant,
T. Kato.

LEGAL INTELLIGENCE.

SUPREME COURT.

SUMMARY JURISDICTION.

(Before Mr. T. Sercombe Smith, Acting Puisne Judge, and a Common Jury.)

August 31st.

CHEUNG NANG KAI AND LU A. SEE v. CHEUNG FAT.

The plaintiffs sought to recover $1,000 damages for alleged libel published by the defendant.

Mr. Master appeared for the plaintiffs and Mr. J. J. Francis, Q.C. (instructed by Mr. Mounsey), represented the defendant.

The jurymen were Messrs. W. B. Walker, S. J. Moses, and O. S. Gubbay.

Mr. Master fully explained the facts of the case. The plaintiff, Cheung Nang Kai, is a fish dryer in salt fish shop, and is the registered owner of a licensed junk lying near Aberdeen. The plaintiff is his wife and resided with him on board the junk. The defendant is a fish dryer and a dealer in salt fish and also the owner of a licensed junk. Defendant inserted in the *Wa Tsze Yat Po*, *i. e.* the *Chinese Mail*, and also in leaflets distributed in the village of Aberdeen words which conveyed to those by whom they were read that Cheung Kwong Loong, the son of the defendant, had married A Soo, the daughter of the plaintiffs, in 1894, and that A Soo had on her marriage entered her husband's family and remained there since, and that she had attained the age of 20 years during the present Chinese year. That the said A Soo had become disrespectful and unfilial to her husband's parents and disregarded her husband, and that her manner and bearing were improper (immodest), and that she was becoming more proud and saucy daily. That all such was owing to the plaintiffs having allowed her to have her own disorderly way from her youth and failed to teach her any household regulations. Further, that on the 19th and 20th May, this year, A Soo had left the defendants' household and had gone whither the defendant knew not, taking with her all her dowry and furniture, and that the plaintiffs had connived at and allowed the removal of the things and had in no way endeavoured to prevent such removal. That such conduct on the part of A Soo was due to the plaintiffs having given their support and encouraged her. The following words are part of those complained of:—"The said woman [A Soo] is 20 years old this year. She being proud of her delicate and handsome manner and tender age, becomes disrespectful and unfilial. This is owing to Cheung Nang Kai and his wife (her parents) having allowed her to have her own (disorderly) way from her tender age and failed to teach her any household regulations. They always let their daughter, the said A Soo, make a great noise in the house and disobey the orders of her husband's parents. She disregards her husband. Moreover, her manner and bearing are improper. She always gives trouble and often creates misunderstandings. The more I reprove her the more she shows her anger. She is becoming more proud and more saucy day after day." In consequence of the publication of these words the plaintiffs were injured in their credit and reputation.

The defendant admitted the publication in the *Chinese Mail* (*Wa Tsze Yat Po*), but denied that the words were published falsely and maliciously. He also denied that the word "improper" meant "immoral." The statements were true in substance and in fact and the plaintiffs had not been injured or impeded in the conduct of their business by reason of such publication. The defendant also added that he published the words on a privileged occasion and for the protection of himself and of his son and of his family from all claims and demands that might be brought against them by reason of the abandonment by A Soo of her husband and of her home, and for the purpose of giving notice to all whom it might concern that he would not be responsible for any debts incurred by or credit given to A Soo or to her parents, the plaintiffs, on her account.

Evidence was then called. Dr. Eitel explained the meaning of certain Chinese words and was closely cross-examined by Mr. Francis. At the conclusion Dr. Eitel said the learned Counsel (Mr. Francis) had treated him as if he was a party to the suit. When he was approached to give evidence he said he would rather not; at any rate he refused to accept any remuneration as he did not wish to be a party to either side. He had not been influenced by anybody; he had simply made his statement.

Mr. Francis—No one would would suppose, Dr. Eitel, that you had been influenced.

Dr. Eitel—I got the impression by the way you sharply bustled me.

His Lordship—We quite understand your position, Dr. Eitel.

The further hearing the case was adjourned until to-morrow.—*Daily Press*

COMMERCIAL NEWS.

HONGKONG SHARE MARKET.

Hongkong, September 1st.

Messrs Benjamin, Kelly and Potts report as follows in their *Share List* issued at 5 p.m. to-day:—

In spite of the heavy settlement in view, which has now, however, passed off satisfactorily, there has been during the week a general tendency to buy the leading stocks, and prices have hardened considerably.

Banks.—Hongkong and Shanghai Banks have continued in good demand and have been sold and are wanted at 184 per cent. premium. Nationals have been placed at $27.

Marine Insurances.—China Traders have improved and have been sold at $70 and $81. Straits are obtainable at $27, although for small lots there are buyers at the rate.

Fire Insurances.—Hongkong Fires have been sold at $335. China Fires are offering at $95.

Shipping.—Hongkong, Canton and Macao Steamboats are slightly easier with sales at $33½. Indo-Chinas have strengthened and offers to buy at $47 have failed to bring shares into the market. Douglas Steamships are again much firmer with buyers at $65½.

Refineries.—China Sugars continue in request, but only a few sales at $120 are reported. Luzons are quiet with no business.

Mining.—Punjoms are slightly easier and sales at $14 have been effected. The Preference shares have been sold at $3.80.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have experienced a sharp rise and have been sold at advancing rates up to 190 per cent premium and at equivalent rates on time. Kowloon Wharf shares have been sold at $53½ and are wanted at the rate.

Lands, Hotels and Buildings.—Hongkong Lands have changed hands at $71½ and are enquired for. Kowloon Lands and West Points are firm at $18. Hongkong Hotels are enquired for at $29½.

Miscellaneous.—Green Islands Cements have been placed at $17½. A. S. Watsons have been sold in small lots at $12.90. Ropes are firm with sales at $125. Fenwicks have dropped to $30 with sales.

SHANGHAI FREIGHT MARKET.

Messrs Wheelock & Co., in their *Freight Market Report* dated Shanghai, 28th August, write:—

During the past fortnight there has been a considerable improvement in our freight market, and cargo for New York has been fairly plentiful with the result that vessels had no difficulty in filling their space allotted here, while for London business is quiet. Our coasting trade is still very depressed and we believe that several of our local liners have been compelled to accept the unprecedentedly low rate of seven cents from Newchwang to Kobe, and there seems a likelihood of a further decline. For London *viâ* Suez.—The vessels which have taken their departures have received fair cargoes, but a great deal of improvement is needed yet; we have now loading the *Tantalus* advertised to sail on the 6th, and the *Benlarig* on the 2nd proximo. For Marseilles, &c.—The *Ellen Richmers* is loading and leaves to-day, taking through cargo to the Mediterranean ports. For New York *viâ* Suez.—The *Benmohr* has been with us now for some time, but she has had her reward by receiving her full allotment, she sails to-morrow for Amoy to fill up her vacant space. The *Ixion*, due on Sunday, 30th inst., will then be ready to load; after her comes the *Kelsow*. For New York *viâ* Cape.—The *W. H. Conner*, having received no encouragement to prolong her stay has left for Hongkong; her berth has been taken by the *Drumeltan*, circulated to load at 17/6 per ton sailing about the end of October. Departures:—For London *viâ* Suez.—*Prometheus*, via Foochow, 12th inst. *Borneo*, via Foochow, 15th inst. *Glenesk* via Foochow 20th inst. *Myrmidon*, via Foochow 20th inst. *Nerite*, via Foochow 21st inst. For Odessa *viâ* Suez.—*Tamboff*, via Foochow 20th inst. For New York *viâ* Suez.—*Glamorganshire*, via Foochow and Amoy, 12th inst. For New York *viâ* Cape.—*Paul Revere*, via Hongkong, 14th instant; *W. H. Conner*, via Hongkong, 5th instant.

BRITISH COMMERCIAL AFFAIRS.

[*House of Commons*, 27th July, 1896.]

Sir H. Vincent asked the Under-Secretary for Foreign Affairs whether Her Majesty's Government had recently increased the number of Commercial *Attachés* in Europe, and taken other steps to advance British trade abroad; and if he could indicate the nature of the measures which had been adopted by Lord Salisbury and the Foreign Office to increase the demand in neutral markets for the products of British and Irish labour, and to enable manufacturers and merchants in the United Kingdom to have the latest and most accurate commercial information.

Mr. Curzon: Since Her Majesty's Government came into power they have given very attentive consideration to the question of British commercial interests abroad, and in the Consular and Commercial Departments of the Foreign Office we have made the following suggestions, which have received the approval of the Secretary of State:—(1) Two new Commercial *Attachés* be appointed—one to Germany, the Netherlands, and Scandinavia, to reside at Berlin; the other for Spain and Portugal, to reside at Madrid. The Commercial Attachéship at Paris has been reorganised, and its district will in future cover France, Belgium, and Switzerland. The Commercial Attachéship in Russia and Western Asia has also been reconstituted, and the South-Eastern parts of Europe have been included, while Asia has been excluded from its sphere. (2) A Consul for Lombardy has been appointed to reside at Milan, with a special view to the collection of commercial information. (3) The Consular Staff in Siam will be increased by two new appointments, but the exact area of the new Consuls' jurisdictions is not yet fixed. (4) We hope before long to appoint additional British Consuls in Yunnan to promote the interests of British trade in that quarter. (5) Several new Consulships are in course of being created for the new ports that have been opened to foreign trade by the Treaty of Shimonoseki between China and Japan. (6) Mr. Brenan, Her Majesty's Consul at Canton, has been despatched on a special mission of inquiry to the Treaty Ports of China, Korea, and Japan, to report upon the manner in which British trade has been affected by the recent war. (7) Mr. Austin Lee, who is about to succeed Sir Joseph Crowe as Commercial *Attaché* at Paris, is engaged in the preparation of a special report upon the regulations with regard to trade and shipping of the Continental ports competing with the Port of London. (8) As a result of communications which have passed between the Foreign Office and the Association of Chambers of Commerce, supplementary instructions are in course of being issued to Her Majesty's Consuls regarding assistance to trade, the collection of samples, and information of a commercial nature. (9) More complete arrangements have recently been made for the immediate publication in the Press of invitations for tenders for work abroad. (10) Arrangements have been made for the official participation of Great Britain in the Exhibitions to be held next year at Brussels and in 1900 at Paris, and Parliament will be asked to make grants for this purpose.

SHIPPING AND MAIL NEWS.

Mails Due:

American (*Belgic*) 5th inst.
English (*Rohilla*) 6th inst.
Indian (*Afghan*) 6th inst.
Tacoma (*Victoria*) 11th inst.
American (*Peru*) 13th inst.
Canadian (*Empress of Japan*) 16th inst.
American (*Coptic*) 23rd inst.

* * *

The O. & O. S. S. Co.'s steamer *Coptic*, with mails, etc., left San Francisco for this port, *viâ* Honolulu, Yokohama, and Nagasaki, on the 26th ulto.

* * *

The P. & O. Co.'s steamship *Rohilla*, with the next English mail, left Singapore for this port at 5 p.m. yesterday, and may be expected here about the 6th inst.

* * *

Shipping Returns.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Petyang ..... steamer from Canton.
Natal ..... " " Europe.
Yavra ..... " " Shanghai.
Namoa ..... " " Coast Ports.
Fausang ..... " " Shanghai.
E. Rickmers ..... " " Shanghai.

Aggregating 10,928 tons register.

DEPARTURES.

Guthrie ..... steamer, for Moji.
Britannic ..... " " Canton.
Chiyuen ..... " " Canton.
Tatsuan ..... " " Australia.
Ark ..... " " Pakhoi.
Hailoong ..... " " Coast Ports.
Hongkong ..... " " Haiphong.

Aggregating 7,852 tons register.

Hongkong and Whampoa Dock Returns.

Piedola	in	Kowloon	Dock.
Kiang Tung	"	"	"
Activ	"	"	"
Orient	"	"	"
Triumph	"	"	"
Josephus	"	"	"
Pasig	"	"	"
Phra Chom Klao	"	"	"
Paramita	"	Cosmopolitan	"
John Batsley	"	"	"

PASSED THE CANAL.

Outward—17th July—*Teucer*, *Leander*. 21st July—*Agapanthus*. 31st July—*Wennington Hall*. 4th August—*Breconshire*, *Queen Olga*, *Idzumi Maru*. 11th August—*Menelaus*. 14th August—*Caledonian*, *Malacca*, *Palamed*, *Ettrickdale*, *Oak Branch*, *Radley*. 21st August—*Ceylon*. 24th August—*Oanfa*. 25th August—*Sarpedon*.

Homeward—18th August—*Benlawers*, *Carmarthenshire*, *Glenogle*, *Preussen*, *Kagoshima Maru*. 21st August—*Achilles*, *Melbourne*, *Thekla*. 28th August—*Pahlung*, *Palawan*.

Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites acts both as food and medicine. It not only gives flesh, and strength by virtue of its own nutritious properties, but creates an appetite for food that builds up the wasted body. Read the following:—"Scott's Emulsion is in my opinion an excellent and valuable compound. I have given it to consumptive patients and have been delighted with the results obtained. It is pleasant to the taste and can be borne by the most sensitive stomach."—E. A. Rouway, M.D., Butter-Knowle, Darlington. Any Chemist can supply it.—Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.—*Adv.*

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APPETISING COOKERY,

that great desideratum, is readily and economically attained by the use of

BOVRIL

which is unequalled for imparting richness and delicacy of flavour to SOUPS, STEWS, HASHES, GRAVIES, ENTREES, &c.

A SAVOURY SANWICH

is made by spreading BOVRIL on Toast or Bread and Butter, forming a tasty Tit-bit far more nourishing and sustaining than any ordinary Sandwich. (40 lbs. of BEEF are used in making 1 lb. of BOVRIL EXTRACT.)

PRICES CONSIDERABLE REDUCED BY

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Hongkong, 28th August, 1896. [52

TWENTY (20) PER CENT.

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—:(o):—

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THE ONLY SELF-ADHESIVE AND PERMANENT NON-CONDUCTOR.

ASBESTOS COMPOSITION AND INSERTION AT REDUCED RATES.

For further Particulars, Prices, and Estimate, apply to

C. HOLDSWORTH,
EASTERN MICA WORKS,
HONGKONG.

Hongkong, 24th June, 1896. [1029b

PHARMACEUTIC PRODUCTS OF THE FARBWERKE VORM MEISTER, LUCIUS & BRUNING HOCHST A/MAIN.

—:o:—

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"ANTIPYRINE,"

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Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, WHOOPING-COUGH, and many other complaints. It is also the very best ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S ANTIPYRINE! Each Tin bears the Inventor's Signature "Dr. KNORR" in red letters.

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Is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as amazing.

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Invaluable for MIGRAINE and of the greatest value in treating HEADACHES of definite etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING, and generally where the administration of other remedies have failed.

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BEWARE OF SPURIOUS IMITATIONS! [84

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STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, KURRACHEE, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, FIUME AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS, NATAL, EAST LONDON, PORT ELIZABETH and CAPE TOWN.)

THE Company's Steamship

"MEDUSA,"

Captain Wallnisching, will be despatched as above on FRIDAY, the 4th September.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to

SANDER & Co.,
Agents.

Hongkong, 28th August, 1896. [1241

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENMOHR,"

Captain Le Boutillier, will be despatched as above on or about SATURDAY, the 5th Sept.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 24th August, 1896. [1327

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"MOGUL,"

Captain Wright, will be despatched as above on or about SATURDAY, the 5th September.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 29th August, 1896. [1369

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS.
(Subject to Alterations.)
JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. *Germania*.....	To JAVA.....	Sept.
S.S. *Castlus*.....	To JAVA.....	October.
S.S. *Federation* ...	To JAVA.....	Nov.
S.S. *Castlus*.....	To JAPAN ...	Sept.
S.S. *Federation* ...	To JAPAN ...	October.
S.S. *Germania*.....	To JAPAN ...	Nov.

General Agents for China & Japan,
LAUTS, WEGENER & Co.

Hongkong, 22nd August, 1896. [1347

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"MEMNON,"

Captain Reese, will be despatched on FRIDAY, the 4th September, at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 31st August, 1896. [1361

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"

Captain Finlayson, will be despatched as above on MONDAY, the 7th September.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 31st August, 1896. [1371

"BEN" LINE OF STEAMERS.

FOR LONDON.

THE Steamship

"BENLARIG,"

Captain Wallace, will be despatched as above on or about TUESDAY, the 8th September.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 24th August, 1896. [1328

OCEAN STEAMSHIP COMPANY,

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TANTALUS,"

Captain Hannah, will be despatched as above on THURSDAY, the 10th September.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th August, 1896. [1350

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENFRUIN,"

Captain Darke, R.N.R., will be despatched as above on or about THURSDAY, the 10th September.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 25th August, 1896. [1343

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, HAMBURG AND LONDON.

THE Steamship

"FLINTSHIRE,"

Captain Dwyer, will be despatched for the above Ports on or about the 28th September.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 26th August, 1896. [1245

Shipping.

STEAMERS.

NAVIGAZIONE GENERALE ITALIANA,
(FLORIO & RUBATTINO UNITED COMPANIES.)

STEAM FOR
SINGAPORE, PENANG AND BOMBAY.
Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA,

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD,

ALSO

BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"LETIMBRO,"

Captain Belsito, will be despatched as above TO-MORROW, the 2nd September, at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 1st September, 1896. [1345

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"THALES,"

Captain Douglas, will be despatched for the above Ports TO-MORROW, the 2nd September, at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 1st September, 1896. [1368

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG,"

Captain W. Waddilove, will be despatched as above TO-MORROW, the 2nd September, at 5 P.M.

This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 31st August, 1896. [1369

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR MARSEILLES, HAVRE AND HAMBURG.

THE Company's Steamship

"ELLEN RICKMERS,"

Captain Strunck, will be despatched as above TO-MORROW, the 2nd September.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 31st August, 1896. [1278

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"DIOMED,"

Captain Bartlett, will be despatched as above TO-MORROW, the 2nd September.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th August, 1896. [1313

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain Galsworthy, will be despatched as above on SATURDAY, the 5th September, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 31st August, 1896. [1372

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A. I. I. American Ship

"CHARLES E. MOODY,"

Captain Leonard, is loading here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.

Hongkong, 5th August, 1896. [1056

FOR BALTIMORE.

THE 3/3 L. I. I. American Ship

"ISAAC REED,"

Captain F. D. Waldo, is loading here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.

Hongkong, 5th August, 1896. [1055

FOR NEW YORK.

THE 100 A1 American Ship

"PAUL REVERE,"

Mullin, Master, shortly expected from SHANGHAI, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.

Hongkong, 24th July, 1896. [1176

FOR NEW YORK.

THE 3/3 A I I American Ship

"SAINT MARK,"

Dudley, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.

Hongkong, 28th August, 1896. [1357

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

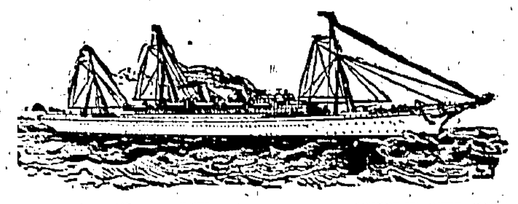
IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September, 1894. [41

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE

1896.  1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr, O. P. Marshall, R.N.R...WEDNESDAY, 2nd September.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 30th September.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 28th October.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 12th August, 1896. [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Nagasaki, Kobe, Inland Sea and Yokohama)	Saturday, 12th Sept., at Noon.
Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Wednesday, 30th Sept., at Noon.
Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 17th Oct., at Noon.

THE Company's Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 12th September, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 25th August, 1896. [2

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL, HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1896. [49

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 3rd Sept., at Daylight.
Peru (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 22nd Sept., at Noon.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama)	Thursday, 8th Oct., at Noon.

THE U. S. Mail Steamship

"CHINA"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 3rd September, 1896, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 19th August, 1896. [1

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP. JLYES FLUID THE BEST DISINFECTANT DISINFECTANT SOAPS.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1896. [9

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"ROSETTA,"

Captain F. N. Tillard, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 10th September, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. *Shannon*, leaving that Port on the 3rd Oct. for London direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 27th August, 1896. [431

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES:

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON $400.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK $350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Tacoma	2,549	Sunday	Sept. 13.
Victoria	3,167	Monday ...	Sept 21.
Olympia	2,608	Friday	Oct. 9.
Braemar	3,601	Tuesday ...	Oct. 27.
Tacoma	2,549	Friday	Nov. 13.

THE Steamship

"TACOMA,"

Captain Whistler, R.N.R., sailing at Daylight, on SUNDAY, the 13th September, will proceed to VICTORIA, (B.C.), and TACOMA, (Wash.), *viâ* AMOY, FOOCHOW, SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 29th August, 1896. 4

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK; BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern	Tuesday...	15th Sept.
Prinz Heinrich ...	Tuesday...	13th Oct.
Preussen	Tuesday...	10th Nov.
Sachsen	Tuesday...	8th Dec.
Bayern	Tuesday...	5th Jan.
Prinz Heinrich ...	Tuesday...	2nd Feb.
Preussen	Tuesday...	2nd March.

ON TUESDAY, the 15th day of September, 1896, at 9 A.M., the Company's Steamship "BAVERN," Captain B. Blanke, with MAILS, PASSENGRS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 12th Sept. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 14th Sept., and Parcels will be received at the Agency's Office until NOON on MONDAY, the 14th Sept. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, 18th August, 1896. [1301

Printed and Published by CHESNEY DUNCAN at No. 4, Pedder's Hill, in the city of Victoria, Hongkong.